

3 June 1963

REPLY TO

ATTN OF: P. E.

SUBJECT: Monthly Activities Report for May 1963

TO: Commander  
WRSP-IV

1. Flight Activities: A total of twenty-five (25) high flights were supported by the personal equipment section during this reporting period. There were no personal equipment discrepancies reported.

2. Training: [redacted] Operations Officer for Detachment "H" was checked out on the personal equipment operations and indoctrinated in flight training. [redacted] were fitted in partial pressure suits for high altitude flights. Initial training has been started for [redacted] To date, [redacted] as been briefly familiarized with testing equipment, pre-flight test procedures, and pre-breathing schedules.

3. TDY's: [redacted] returned from TDY on 21 May 1963. [redacted] returned from [redacted] on 1 May 1963.

4. Leaves: [redacted] took leave from 27 May to 31 May 1963.

5. Seat Pack Maintenance: In addition to routine seat pack maintenance, [redacted] serviced two (2) LAC seat packs.

6. Equipment and Material: Five (5) new Q336 faceplates were received 28 May 1963 which has eased the faceplate shortage. A new partial pressure suit has been received for [redacted] and fitting will be accomplished ASAP. A modified suit has been received for driver #45 and has been worn for the first time this month. Comments appear favorable but final acceptance will be determined after minor adjustments and comfort obtained over a long flight. A second suit for driver #55 has been returned to the factory for alterations and modifications.

7. Staging activity and Comments:

a. Flights totaled fifteen (15) with no personal equipment discrepancies.

b. To eliminate the requirement for borrowing oxygen at [redacted] ferry stops, it is recommended that we carry a smaller 295 or 312 cube inch bottle within P.E. boxes. The volume is adequate to pre-breathe four (4) pilots and enable us to set up equipment immediately. Action is being taken to determine availability of this item and it could be serviced from our existing oxygen cart.

c. From Personal Equipment standpoint, when conditions permit on [ ] operations, it is recommended to fly low since it eliminates loading the equipment box aboard support aircraft at last minute.

d. It is possible to have a transportation problem for P.E. during [ ] operation when there is only one vehicle to support operations and P.E. Should there be a two (2) aircraft operation, P.E. would need a vehicle at least four (4) hours prior to take off full-time. This is primarily for timing and loading factors.

e. At [ ] staging area the only problem was the pilot air conditioning while in the cockpit and transfer. Future stagings to warm areas should include an air conditioning unit for this purpose. In addition, the two air conditioning units recently purchased are in our storage. Air conditioners and dehumidifiers will be on future stagings to like areas to provide adequate humidity and temperature control for equipment as well as the pilot.

[ ]  
Personal Equipment NCIC